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Date:
29 APR 1977

HISTORY

OF

606TH AIRCRAFT CONTROL AND WARNING SQUADRON

FOR

1 November 1950 to 31 December 1950

NARRATIVE

Forrest H. Hoffpe
FORREST H. HOFFPE
Captain, USAF
Historical Officer

Horace B. McWhirter
HORACE B. McWHIRTER
Major, USAF
Commanding

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~~CHAPTER I~~

ORGANIZATION AND ADMINISTRATION

The 606th Aircraft Control and Warning Squadron, 502D Tactical Control Group, is organized under Table of Organization and Equipment Number 1-600, as amended by General Order Number 14, Headquarters 502D Tactical Control Group, dated 26 August 1947.

The organization was assigned permanent station at Shaw Air Force Base, South Carolina, in December 1946, under the Ninth Air Force. The 606th Aircraft Control and Warning Squadron was reassigned to the Fourteenth Air Force on 1 February 1949. The squadron was placed under the operational control of Tactical Air Force, Operational (Provisional), 16 August 1949, together with other squadrons of the 502D Tactical Control Group, by General Orders Number 90, 11 August 1949.

The organization was attached to Shaw Air Force Base, South Carolina for Administrative functions as pertains to Classification, Courts Martial Jurisdiction, AR 615-368 and AR 615-369 Boards, as per General Order Number 44, Headquarters Fourteenth Air Force, Robins Air Force Base, Georgia, dated 21 February 1950.

The 606th AC&W Squadron was transferred PCS from Shaw AFB, ~~SC (ConAC)~~ South Carolina, Fourteenth Air Force to 5 AF APO 970 ~~(FEAF) Fifth Air Force~~ 10 October 1950.

Command of this organization was assumed by Major Horace B. McWhirter, USAF ~~A3982, Major, (PSSN 1014)~~, United States Air Force, in the month of April 1948 and has remained under his command throughout the month of December 1950.

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The mission of the 606th ~~Aircraft Control and Warning~~ A C & W Squadron within the 502D Tactical Control Group, ~~broadly stated, being "To provide the Air Commander the Surveillance and Reporting Facilities Required for the Application of Air Power", remained unchanged. Specifically, the mission is~~ was as follows:

a. To engage in tactical operations and/or defense operations as may be directed by ~~Headquarters Fifth Air Force~~ Hq 5 AF, or appropriate authority.

b. To train officers and enlisted personnel by an on-the-job training program that will broaden military experience and permit training in administrative and technical duties that will better qualify personnel for their responsibilities.

c. To provide control, direction of Aircraft, and a means of providing early warning of hostile air activity in the tactical Air Force Area.

d. To train heavy and light radar reporting units and tactical direction center personnel in accordance with proficiency standards prescribed by this or higher headquarters.

e. To perform such other missions as may be directed by this or higher headquarters.

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CHAPTER II

PERSONNEL

On 12 November 1950, Lieutenant Anthony Gary ~~RMCS 1014~~ became the first fatal casualty of this unit in the Korean ~~Police~~ Action. Lieutenant Gary was killed when the aircraft which he was piloting ~~collided~~ struck ~~with~~ wire strung between two mountains in the Waegwan area near Taegu. Lieutenant Gary was buried in the UN cemetery Number 2 at Taegu. Capt Joseph Barr was appointed Summary Court Officer and properly processed the valuables of the deceased.

The administrative section of the squadron remained at Taegu when the Radar and necessary operations personnel moved to the Sinanju area. Later, on 9 December 1950, the section departed Taegu for Pusan where it is presently in operation. ~~Routine transfer of personnel is reflected in the strength report included below.~~

Corporal Oscar Boyd Jr AF13338340, was placed special duty with the accounting and Disbursing officer at Taegu. He has remained with the finance section and performed his duty efficiently and diligently. The finance officer has repeatedly commended this unit on the accuracy and completeness of its pay records.

In order to more accurately display the proper accounting of personnel in each man's respective primary or duty SSN, a master chart was constructed and a sheet of plexiglass placed upon it. Each man could ascertain at a glance the T/O position which he was filling; ~~S~~Shortages, Overages, and promotional vacancies were all displayed.

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A critical storage of required regulations made it impossible to comply with suspense dates. Numerous reports quoted regulations unavailable to this unit, to be used as a guide in reference. This situation was partially solved by traveling to adjacent units and searching their files for pertenent information.

OFFICERS		WARRANT OFFICERS		AIRMEN		TOTAL	
Auth	On Hand	Auth	On Hand	Auth	On Hand	Auth	On Hand
21	18	0	1	252	235	273	253

ROSTER OF KEY PERSONNEL:

Commanding Officer	Major Horace B. McWhirter

ADMINISTRATION SECTION

Adjutant	Capt Cecil R Watts
First Sergeant	M Sgt K L McMillon
Chief Clerk	S Sgt J E Shields
Pay Roll - Records	S Sgt G H Nelms
Morning Report	S Sgt G C Hepworth

OPERATION SECTION

Chief Controller	Capt John C Mack
Chief Radar Officer	Capt R A Farrell
Radar Contl Int Tech	M Sgt W Napier
Chief Crew	S Sgt W V Porter
Chief Crew	S Sgt C A Murdock
Chief Crew	T Sgt H E Henderson
Radar Mechanic	T Sgt W M Matthews

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TRAINING SECTION

Training Officer	Capt Joseph Barr

COMMUNICATIONS SECTION

Communications Officer	Capt F H Hoppe
Communications Technician	T Sgt W R Jenkins
VHF NCOIC	S Sgt D R Anderson
Maintenance NCOIC	S Sgt J F Kolbash

SUPPLY AND MAINTENANCE SECTION

Supply and Mess Officer	Capt W F Daniels
Motor Transportation Officer	1st Lt W F Yeager
Supply Sergeant	T Sgt K L Bowers
Mess Steward	M Sgt J R Leatherman
Communications Supply	T Sgt T C Godfrey

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~~CHAPTER III~~

SUPPLY AND MAINTENANCE

During the month of November this organization moved to Anju, North Korea by air movement, rail movement and by convoy. The entire technical supply and a large part of QM supply was moved with the unit. The balance of the supply section was left with the rear echelon at Taegu to move the balance of the equipment by rail and convoy to Anju. On 28 November the rail movement was loaded, after a 15-day delay in obtaining rail cars and was ready to move out. The balance of the equipment was loaded and ready to depart by convoy on 1 December. However, word was received of the forward echelons evacuation at Anju and the movement was cancelled.

On the return of the unit from Anju a showdown of Airmen's equipment was held to determine losses and requisitions were submitted to immediately supply their shortages. ~~An inventory was started to determine actual losses of equipment. This was halted temporarily for~~ On 5 December the unit moved to the present location in Pusan. Inventories were completed and requisitions were submitted for shortages of equipment. ~~A packing and crating campaign was initiated to repackage items that had been uncrated for possible evacuation to Japan.~~ Emergency requisitions were submitted for ~~parts and~~ equipment necessary to the operational commitment ~~here in Pusan.~~

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CHAPTER IV

OPERATIONS AND TRAINING

During the first part of November the communications section was operating six channels of VHF and one channel of HF as a part of the TADC which was being operated near Taegu, Korea. Two channels of VHF were also operated in conjunction with the Direction Finding set, SCR-575, which was also in operation. This VHF/DF was used a great deal by the aircraft flying into and out of the Taegu area, and it was responsible for saving ten aircraft. In one instance it saved four pilots and three aircraft of one flight.

On 10 November the TADC and its associated communications equipment were closed down and packed for a move to Anju, Korea. Some of the communications equipment was airlifted by C-119 and C-54 aircraft. The remainder of the equipment was shipped by rail or convoyed through to Anju. At this time the VH/DF operators of this section were put on DS to the airstrip at Taegu, K-2, for the purpose of operating the Direction Finding equipment at that location since our site was to be moved.

By the 21st of November this section had in operation at the Anju site the following communications: Six VHF channels, two channels of High Frequency, and an FM terminal with carrier equipment installed. All inter-squadron communications were also in operation, and in addition one telephone line was operational to the "Danger" switchboard. At Taegu, where the main echelon of the squadron remained, the inter-squadron communications and one administrative High Frequency circuit continued to operate.

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On ~~the~~ 27~~th of~~ November this section was directed to discontinue all operation at the Anju site and set up four channels of VHF to be used with the installation at K-29, the airstrip near Sinanju. By 29 November this section had installed all necessary communications at K-29 and the TADC there had assumed operations. At 1400 hours 29 November ~~30~~ the Anju site received information that it was to move personnel to K-29 immediately. It was impossible to move all the communications equipment due to lack of transportation although some of the communications equipment had been moved during the morning. The personnel from the Anju site arrived at K-29 at about 1500, ~~November 29~~ and were further ordered to proceed to Seoul. The remaining personnel of the squadron and all mobile equipment formed a convoy and proceeded to Pyongyang where the convoy arrived at 1900 hours 29 November ~~29~~. The next day ~~On 30 November~~ the convoy proceeded to Seoul, where it remained for one day, repairing vehicles, ~~and~~ It then proceeded to Taegu where it joined the remainder of the squadron, and where the Squadron headquarters was located.

On or about 9 December the squadron moved to Pusan, Korea. An inventory of the communication was made and many items were requisitioned in order ~~that we would be able~~ to meet ~~any~~ future commitments. Inter-squadron communications and an administrative high frequency circuit were installed and operated as soon as possible. One telephone line was put in operation to "Galveston", the switchboard of the 2nd Logistical Command, this gave ~~us~~ telephone communications with all units in the Pusan area. ~~The inventory, repair and maintenance of communications equipment was carried on until the end of the month, and year.~~

During the first part of November, the RB (Heavy Radar) team was in vicinity of Taegu, Korea. Normal operations were carried on. This consisted of Aircraft Checking in and out on VHF. No other type of mission was performed.

On 10 November the Radar site was closed down and dismantled for a move to Anju, Korea.

Arrangements were made to transport some equipment by rail. Most of the equipment was packed to be airlifted by 23 C-119 type aircraft. Equipment was loaded on vehicle to conform with space of C-119 aircraft. However C-54 type aircraft arrived. All loads had to be rearranged at the airfield. Due to the heavy type equipment, only housekeeping equipment and personnel with some light equipment were able to be airlifted on first airlift. Several days later C-119's were made available for heavy equipment.

Upon arrival at K-29 airstrip, near Sinanju, it was found that the road to the new radar site was not complete. Therefore the personnel had to pick a camp site on the airfield and set up quarters.

The road was completed two days later and movement was started. Due to bad roads and heavy rains it took three days to move the equipment and personnel to the new site.

Since the CPS-5 was non operational, an AN/TPS-1B was set up with the AN/CPS-4. However, the CPS-5 was mounted in order that it could go into operations when parts were received.

On 21 November 1950 the first plot was transmitted to TACC. The range of the TPS-1B was approximately 50 miles, which was not satisfactory.

unit

The operations section never assumed control of any aircraft because the TPS-1B located on K-29 was in a better location. A TPS-1B with MTI (Moving Target Indicator) was also put up for operation. However, the MTI was never operational.

On 27th November the operations section moved to K-29 to assume operational control of the unit located on the airstrip. The unit that was operating did not have enough equipment, so several Jamesways and two plan 12 scopes were installed. This operations section assumed control on the night of 28 November. At approximately 1000 AM on the 29th, the unit on the mountain at Anju notified the controller on duty at K-29 to pick a place to put equipment. The enemy forces were breaking through the lines and approaching Anju. At approximately 1400 the entire unit at Anju had to abandon all equipment. The ground force intelligence notified the unit that the road south was in danger of being cut off. This caused destruction of AN/CPS-5, AN/CPS-4, one AN/TPS-1B and camp equipment.

All personnel and some of the equipment arrived at K-29 approximately 1500 PM. Orders were received from headquarters to load all personnel and equipment possible and proceed to Pyongyang. The operational section turned control of the radar site back to the former unit. They were to be airlifted. The convoy left K-29 at 1530 PM and arrived at Pyongyang at 1900. The next morning the convoy left Pyongyang and proceeded to Seoul. All vehicles were checked and repaired the next day. 1 December the convoy departed Seoul at 0200 and arrived at Taegu 1900. This was the location of Squadron Headquarters.

The RB team then became part of the squadron again, performing normal squadron duties. A complete inventory of all equipment was made.

A new site was picked on 22 December. It was located in Pusan area, adjacent to K-9 airstrip.

Contact was made with 802 Aun Engineers and a road was begun to be constructed. However before completion of the road the Engineers were transferred from this area. This left the Team an unfinished road. However all equipment and personnel were ready for operations on 9 January 1951.

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CHAPTER V

FACILITIES

During the month of November the motor pool strength while at Taegu was 1 Motor Officer, 7 Mechanics, and 2 Drivers. One Mechanic was with the RC-1 team at Pusan and one with the RC-2 team at Pusan with a total of approximately 24 vehicles. The motor pool maintained approximately 100 vehicles while in Taegu, and 32 semi-annual or 6000-mile inspections and 21 sixty-day or 1000-mile inspections were performed during November.

At Taegu no ordnance supply was available for the issue of automotive parts. In order to obtain parts it was necessary to go to other organizations and trade parts that were needed by them for parts needed by the 606th Motor Pool. INSERT (pick up from next page)

In preparing for the movement to Anju, the 38th Medium Maintenance Company was called upon to repair two, 2½-ton trucks which were deadlined for rear axle housing assemblies. The 606th Motor Pool was unable to accomplish this work, since replacement parts were not available, and the wrecker was not available for hoisting the trucks, since it was constantly used for lifting heavy crates and boxes of equipment for loading.

All vehicles except 23, transported personnel and equipment to Anju. Two mechanics were sent with the advanced echelon, and two others were sent with the main body of the organization. The Motor Officer and 3 mechanics remained at Taegu with the rear echelon which was scheduled to depart for Anju on 1 December 1950.

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Motor Pool personnel were at a loss at times in repairing vehicles when no other organization had the part on hand that was needed. Approximately twice weekly two mechanics and the wrecker were dispatched to other towns north of Taegu where 8th Army Mobile Ordnance shops were located. Several trips were made to Waegwan, Kumchon, and Taejon in attempts to obtain badly needed automotive parts. On one of these trips the two mechanics returned with a jeep that had been practically destroyed by fire. Three shock absorbers, four springs, the transmission, transfer case, the left rear axle were used from this wrecked jeep to remove other vehicles from deadline.

During the first two weeks of December all vehicles that were operated were utilized to the fullest extent in moving the squadron to its present location in Pusan.

One 1/4 ton truck, two 3/4 ton trucks, five 2½ ton trucks and approximately twenty trailers were lost due to enemy action at Anju.

During December the motor pool had one 3/4 ton truck and four 2½ ton trucks in the 38th Mdeium Maintenance shop at Taegu for major repairs and had five ¼ ton trucks, five 2½ ton trucks and one 4 ton wrecker in 570th Ordnance shop at Pusan for major repairs.

After receiving a mission assignment in Pusan all radar and Communications equipment needed to accomplish the mission was mobilized; therefore there was an extreme shortage of vehicles to transport supplies and personnel.